

IN THE CLAIMS

Please amend the claims as follows:

Claims 1 through 26: **Cancelled**

27. (Currently Amended) A method for operation of a rail-borne vehicle in a tunnel, whereby the vehicle is closely surrounded by the tunnel tube such that a substantial portion of the air displaced by the vehicle as it travels through the tunnel is not directed between the vehicle and tunnel, said method comprising directing the air displaced by the vehicle through the vehicle and back into the tunnel behind the vehicle, and wherein conduction of the displaced air through the vehicle is assisted with a turbine located within the vehicle.

28. **Cancelled**

29. **Cancelled**

30. (Previously presented) The method as in claim 27, wherein at least a portion of the air displaced by the vehicle is directed through an opening in the tunnel into a channel disposed outside of the tunnel.

31. (Currently Amended) A track system for a rail-borne vehicle, comprising:
a tunnel having an interior wall circumference closely matching an exterior profile of the vehicle such that a substantial portion of the air displaced by the vehicle as it travels through said tunnel is not directed between the vehicle and said tunnel;
at least one channel located outside of said tunnel and connected to said tunnel interior by at least one opening between said channel and said tunnel; ~~and~~
whereby air displaced by said vehicle traveling through said tunnel is directed through said opening and into said channel; and

further comprising a turbine disposed to assist in conduction of air displaced by the vehicle, said turbine disposed within the vehicle.

32. (Previously presented) The track system as in claim 31, further comprising vehicle guidance add-on pieces attached to said tunnel interior wall.

33. (Previously presented) The track system as in claim 32, wherein said guidance add-on pieces comprise any combination of stator surfaces, lateral guide rails, gliding laths, or stabilizers.

34. (Previously presented) The track system as in claim 31, wherein said add-on pieces are configured for multiple functionalities.

35. (Previously presented) The track system as in claim 31, wherein said channel is configured as an emergency path for escape and rescue.

36. (Previously presented) The track system as in claim 31, wherein said channel is in communication with the outside environment such that displaced air within said channel is conducted to outside of said tunnel.

37. (Previously presented) The track system as in claim 31, comprising a plurality of said openings between said tunnel and said channel such that displaced air within said channel is conducted back into said tunnel behind the vehicle.

38. (Previously presented) The track system as in claim 31, wherein said opening is closeable.

39. (Previously presented) The track system as in claim 31, wherein said tunnel is configured for evacuation of air within said tunnel.

40. (Previously presented) The track system as in claim 31, wherein a cross-sectional profile of said tunnel is substantially identical to a cross-sectional profile of the vehicle.

41. **Cancelled**

42. **Cancelled**

43. (Currently Amended) ~~The track system as in claim 41,~~ A track system for a rail-borne vehicle, comprising:

a tunnel having an interior wall circumference closely matching an exterior profile of the vehicle such that a substantial portion of the air displaced by the vehicle as it travels through said tunnel is not directed between the vehicle and said tunnel;
at least one channel located outside of said tunnel and connected to said tunnel interior by at least one opening between said channel and said tunnel;

whereby air displaced by said vehicle traveling through said tunnel is directed through said opening and into said channel;

further comprising a turbine disposed to assist in conduction of air displaced by the vehicle; and

wherein said turbine is disposed within said tunnel.

44. (Previously presented) The track system as in claim 43, wherein said turbine is disposed at an entrance to said tunnel.

45. (Previously presented) The track system as in claim 43, wherein said turbine is disposed at a meeting location within said tunnel between vehicles traveling in opposite directions within adjacent tunnels.

46. (Currently Amended) A track system for a rail-borne vehicle, comprising:
a rail-borne vehicle;

a tunnel having an interior wall circumference closely matching an exterior profile of said vehicle such that a substantial portion of the air displaced by said vehicle as it travels through said tunnel is not directed between said vehicle and said tunnel; and

a passage through said vehicle configured such that air displaced by said vehicle traveling through said tunnel is directed through said passage and back into said tunnel behind said vehicle; and

a turbine disposed to assist in conduction of air displaced by the vehicle, said turbine disposed in one of said vehicle or said tunnel.

47. (Previously presented) The track system as in claim 46, further comprising guidance add-on pieces attached to said interior wall of said tunnel, said add-on pieces comprising any combination of stator surfaces, lateral guide rails, gliding laths, or stabilizers.

48. (Previously presented) The track system as in claim 46, wherein a cross-sectional profile of said tunnel is substantially identical to a cross-sectional profile of the vehicle.

49. **Cancelled**

50. **Cancelled**

51. **Cancelled**

52. (Previously presented) The track system as in claim 46, further comprising a channel in communication with said tunnel interior through an opening, said channel configured to conduct at least a portion of the air displaced by said vehicle.

53. (Previously presented) The track system as in claim 52, wherein said channel is in communication with the outside environment such that displaced air within said channel is conducted to outside of said tunnel.

54. (Previously presented) The track system as in claim 52, comprising a plurality of said openings between said tunnel and said channel such that displaced air within said channel is conducted back into said tunnel behind the vehicle.

55. (Previously presented) The track system as in claim 52, wherein said opening is closeable.